



Summary of Recommended Land Use Changes

The following is a summary of changes to the *Recommended Land Use Plan Map* that, along with the full text of the Comprehensive Plan Document, serves as the guiding policy and basis for the Planning and Zoning Commission's recommendation for future proposed changes to the City's Zoning Ordinance.

No changes to the zoning ordinance are being proposed at this time. Any proposed amendments to the City's Zoning Text are required to be approved by the Board of Commissioners. Per Section 153.44 (B) of the City's Ordinance, any proposed Zoning Map amendments are not required to be approved by the Board of Commissioners, unless specifically petitioned by the board or an aggrieved party, in conformance with KRS 100.2111.

Summary of changes to the *Recommended Land Use Map* are as follows. Please Read the **attached** description of the Land Use Categories for more information on specific scale, density, and type of uses:

RESIDENTIAL

Residential subcategories are now more reflective of the overall characteristics of the neighborhood area, not just density, for example "Hillside Residential" and "Traditional Neighborhood" (see **attached** descriptions of Land Use Categories).

1. Low Density Residential Neighborhood designations are located in the same area as in the 2015 plan, with the exception of some areas now being designated as developmentally sensitive and high density residential and parks (only to reflect existing developments).
2015 Recommended Density: Maximum 10 units per acre
2020 Recommended Density: Maximum 6 units per acre.
2. Hillside Residential Neighborhood designation replaces the area in Clifton and Cote Brillante that were previously identified as Medium Density Residential This designation adds focus on the challenges of development and redevelopment of these areas due to the hillside conditions. Typically, new development in this area would be infill.
2015 Recommended Density: 10 – 20 Units per acre.
2020 Recommended Density: 6-14 units per acre.
3. Traditional Neighborhood designation covers the basin's residential areas that were previously identified as medium density residential, an adds focus on the grid patterned historic development and associated lot sizes. In the 2015 plan the basin areas were identified as Medium Density Residential.
2015 Recommended Density: 10 – 20 Units per acre.
2020 Recommended Density: 10 – 17 dwelling units per acre.

4. High Density Residential covers areas of the city where higher density developments already exist.
2015 Recommended Density: Over 20 Units per acre.
2020 Recommended Density: Around 20 units per acre.
5. **Developmentally Sensitive Residential:** This category indicates areas that are dominated by environmentally sensitive characteristics, such as topography. Generally, these areas are larger, undeveloped tracts of land, mostly in residential areas where the surrounding land is developed. This category is to be used much like an “Overlay” in that it is not to prohibit development, but to allow development of appropriate densities to occur in a way that takes into consideration the topographic or other challenges.
Density: Varies by area depending on location and surrounding land uses.

MIXED USE

Commercially related land use designations have been renamed. Mixed Use categories are now categorized based on their overall characteristics and long term potential for development. Mixed Use is now the Major Land Use Category, with CBD, Fringe, Riverfront, Innovation/ Entertainment and Regional Center being the Land Use subcategories. For the list of general use types, read the attached land use category descriptions. Major changes to the mixed use (commercial/office) area boundaries include:

1. **Central Business District (CBD)** has replaced “commercial” designation in the Monmouth Street Corridor area and has been expanded to more accurately represent the area currently zoned CBD, with expansions along both sides of York Street in the 600 and 700 block, and the area where HealthPoint now exists.
2. **CBD Fringe** has replaced what was previously “Mixed Use” category, and also includes areas between the Riverfront and the CBD that were previously identified as high density residential and Open Space (at the roundabout). This designation has also been expanded further west along 11th Street on both sides from Central to Brighton
3. **Riverfront** now covers what was Mixed Use / Commercial designations along the Ohio Riverfront to the Bellevue Boundary.
4. **Innovation / Entertainment** now covers the area along the Route 9 corridor that was previously identified as Industrial and the area between Route 9 and Brighton Street which was previously Medium Density Residential.
5. **Regional Center** includes areas in South Newport where Shopping Centers are located and further south along US 27 to the City Boundary. This area is not proposed for any change/expansion.

OTHER

1. Existing Parks are now reflected accurately.
2. Light Industry category has been reduced to two general locations: south of the RR along Route 9 and the old Trauth Dairy area.

Goals & Objectives

The purpose of the comprehensive plan is to provide a flexible set of strategies to guide future development and redevelopment in a positive way. The citywide strategies are organized according to the seven goals and associated objectives and provide the framework for carrying out the City's vision. They address broad policy guidelines and administrative issues that are important to the on-going planning agenda of the City. Section 4 Place-Specific Plans and Policies discusses the policies in detail as they relate to four specific areas in the City.

- **GOALS:** Ambitious stretch goals often written as broad statements of desired outcomes of the community, but stated specifically enough so that it is possible to assess whether progress has been/is being made in achieving them.
- **OBJECTIVES:** A set of smaller goals that collectively lead to success in achieving the overall goal; they serve as a way of measuring progress.

Goal 1. Strong Vibrant Neighborhoods

Newport's neighborhoods are part of its unique identity. A system of strong vibrant neighborhoods with a variety of housing options and quality of life amenities is the foundation to retaining existing residents and attracting newcomers.

1. Provide a variety of housing options, with all ranges of type and affordability, in order to meet the needs of a wide range of residents and foster population growth.
2. Ensure that the existing housing stock is well-maintained and property owners continue to invest in their properties, to maintain and/or develop community character and ensure long-term viability of Newport's neighborhoods.
3. Ensure the compatibility of land uses in and adjacent to neighborhoods in order to protect residential uses from blighting influences, such as impacts from adjacent or nearby commercial development, and integrate neighborhood friendly uses, where appropriate.
4. Review and update as needed the list of permitted uses in all zoning districts to ensure compatibility within the districts and with adjacent districts (such as Airbnbs, strip clubs, night clubs, etc.).
5. Support and collaborate with educational institutions and other community resources such as day care facilities.

Goal 2. Meaningful Places

Newport will strengthen the connection between its people and the places they share. We will take pride in our history, appreciate and celebrate the many cultures that make up our community. Through frequent dialogue and interactions between our diverse neighborhoods and business districts we will establish a cohesive and unified identity for Newport in a way that enhances our sense of community. We value public space, public art, entertainment, and our unique blend of historic and contemporary development.

1. Preserve, and restore when possible, historic places, landmarks and architecture that contribute to the identity and uniqueness of Newport's neighborhood's and business districts.

2. Develop and externally promote the City's identity in a way that embraces its diversity yet internally creates a cohesive sense of the City that unites residents and businesses.
3. Ensure the design of new housing construction portrays a welcoming atmosphere that embraces a connection to the rest of the city rather than being walled off and isolated.
4. Develop and enhance the quality of public spaces throughout the City to provide opportunities for residents to encounter neighbors, entice people to linger, build community, contribute to local identity and foster community pride.
5. Increase communications and collaboration among neighborhoods and among business districts, and with the City.
6. Increase civic involvement.

Goal 3. Economic Prosperity and Resilience

Newport's economy will be a balance of vibrant retail districts with lively venues for local and regional visitors, and office/commercial areas that are home to contemporary jobs that provide a living wage for residents and a solid tax base for the community. Newport will be a hub for local entrepreneurs as well as a regional economic driver.

1. Attract, retain and grow target businesses to provide a range of job opportunities in the City.
2. Develop/increase incentives to redevelop and fill empty storefronts and upper floors along main corridors.
3. Provide incentives to assist developers in filling the leasable space they are getting ready to build.
4. Promote appropriate development and redevelopment based on the surrounding land uses.
5. Maintain and strengthen attractive, vibrant and resilient neighborhood business districts.
6. Continue to strengthen and support Newport's Monmouth/ York Street Corridors (CBD) as a primary destination. While many of the strategies highlighted in #5 above are valid strategies to assist businesses in the CBD, there are unique characteristics of this district that warrant additional efforts. For this reason, a more in-depth analysis for the CBD is included in Section 4, Place-Specific Plans and Policies.
7. Create, promote and support Newport as a destination. Attract customers, visitors, and investment to Newport.

Goal 4. Transportation, Access, Mobility & Infrastructure

Newport will have and maintain well-connected and safe multi-modal transportation, communications and utility networks. Newport will collaborate with communication and electric providers to ensure aesthetic, sustainable and accessible utilities. Newport will have access to safe and sanitary water and sewer utilities, and will maintain flood and storm water protection infrastructure for the safety of the public.

1. Design complete streets that serve multiple functions and modes for all ages and abilities.
2. Improve infrastructure and access for pedestrians.
3. Expand the provision of bike facilities and remove gaps in the bike and trail systems to create more complete and safe bike routes.
4. Improve traffic flow and access for vehicular traffic within the city in ways that protect residential neighborhoods, enhance viability of neighborhood business districts, facilitate east-west traffic flow and improve safety.
5. Increase connectivity between Cincinnati and other adjacent municipalities through various modes of transportation (i.e., bike, bus, ferry, water taxi, Southbank Shuttles).
6. Increase Use And Convenience Of Transit.
7. Enhance parking management strategies.
8. Embrace and utilize smart technology to increase efficiency and reduce environmental impacts.
9. Prepare for changes resulting from transportation advances (e.g. driverless cars, scooters, etc.)
10. Understand and increase usage and access to digital and communications technology.
11. Work with utility providers to maintain and upgrade utilities in a systematic manner to maximize efficiency.
12. Work with SD1 and collaborate with other cities in the watershed to reduce and manage stormwater runoff to mitigate flooding and erosion within the city through innovative gray and green infrastructure solutions.
13. Prioritize use of green infrastructure whenever possible.
14. In support of complete streets, create design standards for green streets that includes naturalized stormwater management features, sidewalks, bike lanes, landscape, etc.
15. Evaluate the zoning code and the development review process to ensure small scale infill and new development adequately address stormwater runoff and management during and after construction to mitigate negative impacts on adjacent property.
16. Encourage use of permeable surfaces over pavement, asphalt, and similar surfaces.
17. Advocate for/support the replacement of sanitary and storm water lines that are functionally obsolete with a track record of collapse or failure
18. Improve the City's standing in the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program Community Rating System (CRS) program, going beyond minimum standards for floodplain management.

19. Continue to maintain flood protection infrastructure that protects property within the city from flooding of the Ohio and Licking Rivers.
20. Continue the City's current projects for undergrounding electric and other utility cables including along major corridors and in neighborhoods and evaluate additional areas for strategic undergrounding of overhead utilities.
21. Continue to require all new utilities (cable, electric, communications) to be placed underground in new developments, redevelopments, and in existing developments where similar utilities are currently underground.

Goal 5. Environment Stewardship

Newport values the contributions that trees, parks, rivers, streams, and natural habitat make to human well-being, and recognizes the importance of protecting and enhancing the natural environment. We will do this proactively and in a sustainable manner to ensure our green assets are here for generations to come.

1. Protect our existing natural environment to ensure its long-term viability for the benefit of future generations.
2. Enhance, restore and replenish environmental resources throughout the City, such as waterbodies, open spaces and tree canopy.
3. Increase Access to the Natural Environment
4. Encourage land uses, building techniques, and materials that are environmentally sensitive, and celebrate the benefits of the natural environment:
5. Implement and prioritize low-impact development and other types of green infrastructure strategies that may include naturalized stormwater features to reduce and manage stormwater runoff, such as rain gardens, landscaped swales and bioretention areas along roadways and greenways.

Goal 6. Healthy Community

Newport will offer a high quality of life that fosters healthy lifestyles where activity is part of every day life. We will utilize public space, including valuable parks and open space assets, to travel, gather, exercise, recreate, and promote a healthy lifestyle. Newport will have access to local food options, including community gardens. We will provide high levels of service for public safety.

1. Preserve and enhance the quality, location, facilities, amenities and programming in the City's parks and open space assets.
2. Develop additional open space and park land to meet the current and future needs of the community along the riverfronts and throughout the neighborhoods.
3. Promote/encourage river-focused recreation activities.
4. Create attractive, inviting, and safe bicycle and pedestrian facilities, trails, and connections to local and regional community assets (i.e., schools, parks, destinations). (See also Goal 4)
5. Enhance awareness, connectivity and access to well-maintained parks, open spaces and other gathering places.

6. Ensure access to healthy food from local sources
7. Increase health services for the community.
8. Increase safety and prevent, reduce, and mitigate crime.

Goal 7. Good Government

Newport will continue to provide effective local governance in order to foster an overall high quality of life for our citizens. The City Government will continue to be accessible, open, and fiscally responsible. We will work with regional partners to leverage strengths and resources, and make long term capital plans to maintain infrastructure and prepare for the future. We will preserve public safety and increase property values while continually looking for ways to improve our processes and collaborate with others for the benefit of the community.

1. Maintain and improve ease of conducting business with City Government.
2. Pursue collaboration and consolidation with county and other cities for purchases, provision of services and through other opportunities, and in ways that improve efficiencies.
3. Maintain and improve a culture of transparency.
4. Practice responsible budget management through capital planning.

Land Use Plan Element

The Future Land Use Plan is a depiction of intended land uses the city envisions for different neighborhoods and activity areas. It is not an “existing land use map”; although, in many cases desired future uses in an area may be the same as those that exist today. The intent of the plan is to identify broad land use categories to provide some guidance regarding future development with the ability to be flexible to provide for a mixture of uses.

FUTURE LAND USE CATEGORIES

Noting the need for flexibility and with the understanding that specific criteria and regulations for development will be included in the zoning ordinance, the following land use category descriptions are included to aid in interpreting the Future Land Use Plan, depicted on Map 11.

LOW-DENSITY RESIDENTIAL NEIGHBORHOODS

Low-Density Residential Neighborhoods are primarily developed upland areas consisting mainly of single family houses that are one or two stories high, at a density of approximately **6 units per acre**. Small scale cluster infill development comprised of detached and attached single-family units is encouraged when it is designed and located to have the least impact on developmentally sensitive land. These neighborhoods often have limited connections and more cul-de-sacs due to topographical constraints. Where new street connections are not possible, sidewalks and multi-use trails that provide access to major corridors should be considered to increase mobility options.

HILLSIDE RESIDENTIAL NEIGHBORHOODS

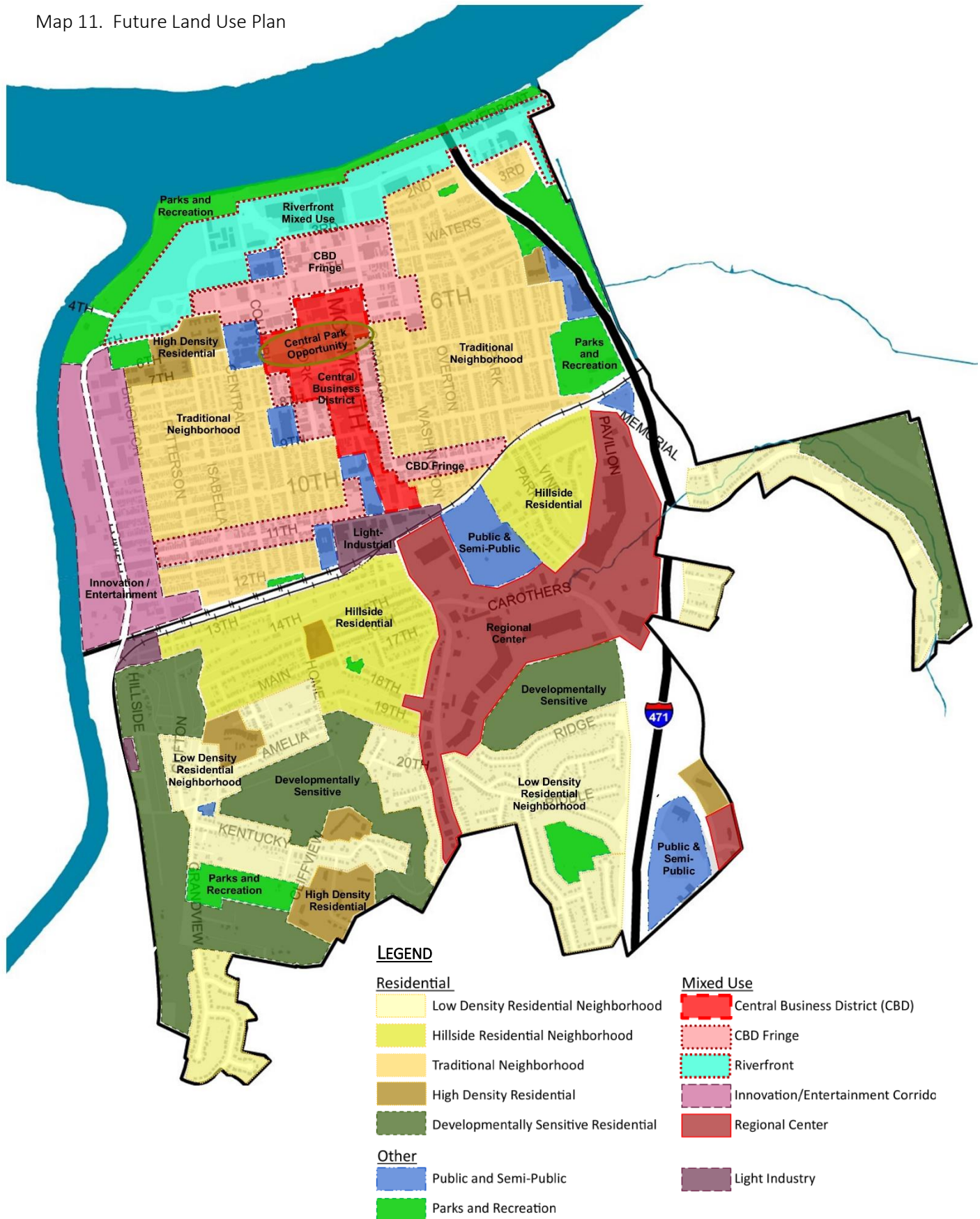
Hillside Residential Neighborhoods are located along the bluff overlooking the basin, with views of Downtown Cincinnati, and mainly consist of single-family attached and detached houses on small lots on long streets with few intersections. New development, redevelopment and rehabilitation in this zone should closely mirror existing development patterns, with densities ranging from approximately **6 to 14 units per acre**. Hillside constraints will continue to affect development in this area. Careful review of geotechnical engineering plans for new housing construction on remaining infill sites is critical given the potential impact on viewsheds, the structural integrity of the hillside, surrounding public infrastructure, and adjacent housing, as well as the potential for increased flooding, soil erosion, and public maintenance costs.

TRADITIONAL NEIGHBORHOODS

Traditional Neighborhoods are located within the basin area and retain the original development and street patterns from the early 1900s, which was a major period of economic and population growth for Newport. Common characteristics include a diverse range of housing types on typically small lots, houses placed closer to the street and an intersecting street pattern with cross streets. The flat topography, compact nature of development, street grid pattern, and proximity to the riverfront and the Central Business District make traditional neighborhoods highly walkable. Many of these neighborhoods have been designated local and/or national historic districts because of the significant number of historic buildings that remain and the city's desire to spur rehabilitation and reinvestment of existing structures.

In a traditional neighborhood, the types of housing can vary and may include a compatible mix of housing types such as single family, two-family and attached units located seamlessly together. These areas may also include townhouses and a limited number of larger structures where the land area and building size would accommodate the required parking and ample unit sizes. New development, redevelopment and rehabilitation in these areas should closely mirror existing uses. Context sensitive infill housing development is appropriate as single family, two-family, three-family or as row-house structures at densities of **10 to 17 units per acre**. New larger apartment buildings are discouraged.

Map 11. Future Land Use Plan



HIGH-DENSITY RESIDENTIAL

High-Density Residential areas generally include three-family, townhouse and multifamily structures. Limited ancillary retail or office uses may also be appropriate. New development is encouraged as townhouses or apartment/condominiums on infill sites. Rehabilitation of existing larger structures (retail, institutional and residential) is encouraged as residential space. Single-family residential and large-scale commercial development is discouraged. Densities would be approximately **20 units per acre**.

DEVELOPMENTALLY SENSITIVE RESIDENTIAL

Generally undeveloped areas that are dominated by environmentally sensitive land characteristics, such as existing slope of twenty percent or greater, or unique soil characteristics that limit the ability of the area to support urban development. These areas generally contain significant wooded areas, creeks, wildlife habitat and other natural features that are important to the region's ecology as well as a specific site's stability and visual character. In some cases, the best option is to preserve steep hillsides and dense woodlands as undeveloped forested hillsides, or limit development to less intensive uses such as passive recreational activities (i.e. walking trails, bird watching, and nature exploration trails). In other cases, significant subsurface investigation and geotechnical engineering and design will need to take place to determine the feasibility of development.

Development in these areas should be designed to minimize slope disturbance, taking into consideration soils profile and other ecological characteristics, as well as long-term public infrastructure maintenance costs. Additional development regulations should be considered, such as limiting the amount of grading to a percentage of the development site based on the steepness of the slope and soil characteristics, requiring existing trees to be preserved, protecting existing viewsheds. Clustered development at densities that mirror those of the surrounding neighborhoods and/or that meet the requirements of the underlying zone are appropriate.

MIXED USE (CENTRAL BUSINESS DISTRICT (CBD))

The Central Business District (CBD) is Newport's downtown and traditional main street. The CBD mixed-use area contains a high concentration of older buildings in the Monmouth Street National Historic District (established in 1996), and the York Street National Historic District (established in 1995), and are governed by historic district design guidelines.

Private and public investment is encouraged to maintain the CBD as a major local destination for Newport residents filled with a collection of smaller, unique businesses that run the gamut from retail stores and restaurants, to maker and craft businesses, coworking and collaborative office spaces. Residential development including rehabilitation of upper floors for residential use is encouraged so as to complement other downtown uses and surrounding neighborhoods. With its continued popularity and recognition, management of public spaces is paramount to ensure the downtown continues to be a desirable place for Newport residents to visit.

MIXED USE (CBD FRINGE)

The CBD Fringe Mixed Use area is a transitional zone. New development as well as adaptive reuse of existing buildings is encouraged to accommodate a variety of compatible uses, including a combination of small to medium scale retail, residential, commercial and office uses in complimentary configurations. Most of the existing commercial, residential and office uses are appropriate for the area and are expected to remain. New developments in the CBD Fringe mixed-use areas should be constructed as coordinated, unified projects and should integrate proposed uses appropriately. Rehabilitation and infill projects should be limited to residential, commercial or office uses, or a combination of these uses. The intensity of these types of projects may differ based on the surrounding development. Zoning provisions modified or enacted subsequent to the Comprehensive Plan will need to consider special site related requirements for mixed-use areas. These special

site related requirements should address landscaping buffers between uses of different intensities or different uses, parking requirements tailored to mixed-use areas, and transitional uses-by-right in mixed areas.

MIXED USE (RIVERFRONT MIXED USE)

The Riverfront Mixed Use area is designed to capitalize on proximity to the Ohio River and existing anchor developments that have established the Newport Riverfront as a regional destination. A mixture of entertainment and dining venues, retail attractions and supporting uses such as hotels are encouraged to continue to attract visitors and residents alike. In addition, high quality office space and residential units are encouraged to promote the Riverfront area as a place to live, work and play. All new development is expected to maximize physical and visual connections to both the Ohio and Licking rivers as well as regional trails and recreation areas along the riverfronts.

MIXED USE (INNOVATION/ENTERTAINMENT CORRIDOR)

The Innovation/Entertainment Mixed Use corridor is located along the new KY 9 roadway that provides increased connectivity with sidewalks/bike lanes. New development is expected to be a continuation of the nearby Ovation and Newport on the Levee developments along the riverfront, including a mix of uses such as entertainment, office, high tech (such as biomedicine robotics, and other innovative companies), and residential and offices, with a focus on workforce development and training opportunities. Taking advantage of the historic significance, compactness and diversity of the West Side neighborhood, and the concentration of developable land along the new KY 9 corridor, the Innovation/Entertainment Mixed Use area fosters first-class development with a mix of uses and spaces conducive to innovation and creativity, and cross-sectoral diversity that attracts residents, businesses, and visitors should be created.

This district is bisected by a “unified” KY9/Licking River Parkway that includes a new separate multi-modal path along the west side of the corridor, wayfinding, public art, large trees, decorative lighting, and other elements to create an iconic parkway.

New job creation, economic opportunities and neighborhood improvements will connect existing and new residents and businesses in ways that help make the neighborhood an inclusive and vibrant place.

Redevelopment will be balanced with preservation of the West Side’s existing housing stock and neighborhood amenities. Increasing and enhancing access and connection to new and existing open spaces and the Licking River will promote the health and wellness of our natural environment and Newport residents.

MIXED USE (REGIONAL CENTER)

The Regional Center mixed use area currently includes large-scale retail and service establishments, as well as smaller retail, personal and business services with easy access from I-471 and associated arterial roads. Future redevelopment of the areas adjacent to US 27 may be expected to include a wider range of retail, commercial, entertainment, hotel, restaurant, office, medical, and technology-based uses. Multifamily residential uses are also appropriate especially if designed in conjunction with first floor retail or office spaces as part of the mixed-use development. Redevelopment of this area should be done on a large scale, not in a piecemeal fashion, and should take into consideration the potential negative impacts of significant additional traffic generated along the two major roadways (Carothers and US 27).

New development and redevelopment should take advantage of the US 27 Smart Corridor planned improvements, such as a road diet that reduces the number of vehicle travel lanes to accommodate bike lanes and wider sidewalks in a more attractive, safe environment, traffic management strategies such as coordinated signals, district wide public WiFi, and electric vehicle charging stations. With increased multi-modal options, fewer parking spaces should be required, ultimately allowing large parking lots to be redesigned with increased landscaping.

LIGHT INDUSTRY

Light Industrial uses include any type of manufacturing, production, assembly, warehousing, distribution or similar operation that can conduct its activity without creating significant nuisances for surrounding parcels. Typically, all processing is conducted within buildings, requires limited exterior storage, generates small amounts of tractor trailer traffic, and are reasonably free of potentially hazardous or objectionable elements such as noise, odor, dust, smoke, glare, or other pollutants (e.g. electronics assembly plant, bottling plant, machine shop, etc.). Also included in this designation are research and development and laboratories.

PUBLIC AND SEMI-PUBLIC

Public and Semi-Public designation indicates existing city and county government offices, safety facilities and public utility structures, as well as semi-public institutions such as libraries, schools and hospitals. These facilities provide necessary services to the community. Noting them on the Future Land Use Plan recognizes that the importance of ensuring compatibility with surrounding land uses.

PARKS AND RECREATION

Parks and Recreation areas include all city parks and recreational uses such as ball fields and tennis courts. It also includes land reserved along the banks of the Ohio and Licking River corridors to preserve its scenic, recreational, cultural, historic, economic and environmental value to the community. Public access to the rivers should be integrated with public open space. Future acquisition of additional land for public open space may be desirable in order to provide trails to increase connectivity, preserve steep slopes, and accommodate public stormwater management facilities.